

TWR
JAGUAR Sport



INDIVIDUALITY FOR THE NEW SALOON

TOM WALKINSHAW RACING have a tradition of engineering development capability going back over ten years. Whether for the track or the road, you can be sure that the TWR badge is a sign of impeccable workmanship.

The TWR Jaguar Sport product range, begun in 1984

with the XJ-S, and extended to include the Series III Saloon in August 1985, now widens to provide that blend of understated individuality and high performance for the new XJ6 and Sovereign. As is their normal practice, TWR Jaguar Sport have developed an efficient bodystyling kit





that reduces drag and lift, thereby giving extra stability and confidence at higher speeds. As a secondary function, it changes the appearance of the XJ6, adding a sleek, windcheating elegance that will set you apart from the crowd.

Fitment is quick and easy. Removal of the standard bumper finishers is followed by fitment of the prepainted mouldings. There is no metal work, no use of filler.

To complement the external transformation, a set of 8" x 16" low drag alloy wheels are available, shod with

225/55 VR16 Goodyear NCT Eagle tyres. Being wider and lower in profile than the standard tyres, these provide an increase in traction under all weather conditions.

A modified Power Assisted Steering Valve is available which provides additional feedback through the steering wheel, by reducing the amount of power assistance.

TWR Jaguar Sport carry out a continual development programme on all their performance parts. Contact your local Distributor for up to date information on XJ6 and Sovereign conversions.



THE TWR XJ

THE PARTS.

Altogether, or one by one.

Whether you are considering conversion work on a 3.6 or 5.3 litre Jaguar XJ-S, often the difficult part is knowing where to begin. The TWR Code II conversion will give you the appearance and many of the dynamic advantages you are looking for.

It consists of:

A. TWR Bodystyling Kit. Made to the highest possible standards, the kit consists of front spoiler, rear apron, side sills and boot lid spoiler. Its effect is a reduction in drag and lift, with a tremendous increase in high speed stability.

B. TWR Wheels and Goodyear NCT Tyres, for increased grip and extra cooling for the front brakes. Exclusive to TWR Jaguar Sport, they are also extremely attractive.

C. TWR Suspension Kit. The heart of the machine. Uprated front springs, exclusive gas-filled dampers and revised rear radius arms all combine to transform the ride of the car. More responsive, firmer while still recognisably a comfortable Jaguar. The development came from applying much of the knowledge that was gained while competing in, and finally winning, the European Touring Car Championship.

F. TWR Steering Wheel with thicker, leather covered rim gives you instant control over directional changes with the minimum of effort.

K. Security Wheel Nuts. Sensible to invest a little to guard a lot, 24 hours a day, seven days a week.

L. TWR Power Assisted Steering Valve provides more feel through the steering by reducing the amount of assistance, while still making the car easy and light to manoeuvre, giving feedback to suit the sporting driver.

There is also:

I. If you like your creature comforts, the Interior Retrim might be just what you are looking for. The seat centre panels can be retrimmed in Scottish Tweed, and a no-cost option for the front seats only in the XJ-S is an adjustable lumbar support system using pneumatic bags specially developed by TWR.

J. To set this all off, the chrome Body Trims can be coated satin black or colour coded to match the rest of the car.

D. TWR Brake Kit for those who are looking for extra stopping power. Light alloy four-pot calipers and massive 295 x 35mm discs fit the front, with 270 x 20mm ventilated discs at the rear.

That completes the list of equipment that is suitable for the 3.6 XJ-S. These last five items are only for V12 models.

E. TWR Engine Efficiency Kit is well named. There are larger air intakes, high-flow air filters, special spark plugs and tuned exhaust silencers which are manufactured in heavy duty stainless steel for increased life. This system, together with specific engine settings which are required, produces extra power which is available to the driver from low revs right through the range.



G2. Automatic Gearbox Quick Shift Kit. This package enables the gearbox to respond more quickly to the driver's demands. Whether changing up or down with gear lever or kickdown facility, the modification will allow you to use the power to the best advantage.

G3. Gearshift lever, with round knob in leather or wood, available to fit on Automatic gearboxes, for a finishing touch that recalls the bygone years of classic motoring.

JAGUAR XJ-S - CLASSIC



THE WHOLE. Driving impressions.

We could give you chapter and verse on what it is like to drive a TWR-converted Jaguar XJ-S, but why not let some impartial professionals do that for us?

PERFORMANCE CAR

'Extended side lower panels, a twin pylon rear wing and the treatment of all external brightwork to an anodised matt black finish complete the subtle styling.'

MOTOR

'The revelation is the crisp turn-in to corners where the TWR car instantly communicated an assured poise and agility.'

'The handling/ride compromise is cunningly clever. Others have made the mistake of stiffening up Jaguars too much. This car never feels overly stiff, just taut and well-controlled enough to allow you to quickly forget that you are pressing on in nearly two tons of motor car.'

MOTOR SPORT

'The rate at which the TWR converted model eats up the miles is quite astonishing. Like a true performance car it reaches 100mph in around 15 seconds and keeps on going, pulling strongly to 130mph and much more, given the space.'

'The TWR XJS is a car that we'd be happy to match against any of its rivals on acceleration, high speed performance, handling and braking.'

FAST LANE

'TWR have turned their Jaguar racing experience to excellent effect with their elegant and indecently rapid six-litre, 5 speed XJ-S.'

'Here is an XJS that looks elegant, whose steering has weight and purpose, that can be driven with... precision round corners, whose stunning V12 power has been put right at the driver's command through five manual gears. Yet here still remain the silent, gliding ride of the XJS, its effortless performance, its consummate ability to cover ground at high speed.'

ROAD & TRACK

'Walkinshaw's crew doesn't stop at the drivetrain; there is chassis work involved in making this superb sporting car even better. The TWR XJ-S gets beefed-up vented disc brakes front and rear, giving the car impressive stopping power.'

'The ride is quite good at low speeds; the Jaguar by TWR won't give you a case of teeth chatter over bumps. But when the speed builds and you start running along at 80, 90, even 100mph or more, the TWR suspension and modifications produce a hunkered-down sort of, well, cat-like grace.'



This completes the Code I list, the only remaining items being the optional manual gearbox and 6 litre engine.

G1. 5 Speed Manual Gearbox to replace the 3 speed automatic. Five carefully chosen ratios give you the choice of effortless silent cruising, with a touch over 2000rpm on the clock at 70mph, or out and out performance driving, where possible, with a maximum over 160mph. Some people believe that a performance car should come with a manual gearbox. We give you that option.

H. 6 Litre Engine. This is the ultimate in road going Jaguar engines. Each unit is hand assembled side by side with competition engines destined for the race tracks of the world. Using specially forged pistons, a long throw crankshaft (which is machined from solid) to produce the added swept volume, and reprofiled valvegear, each engine is dynamometer tested to the specified 380bhp. This is a superb everyday road engine which will produce vastly expanded power and flexibility and has none of the bad manners of a detuned racing car.

THE TWR SERIES III SALOONS



While the new Jaguar XJ6 and Jaguar Sovereign are only available with a six cylinder engine, there will be those who are looking for the power of the fabulous Jaguar V12 together with the space of a four door saloon. TWR Jaguar Sport have a comprehensive range of performance parts which will transform the Series III into a sporting saloon, yet never losing the traditional qualities of comfort and silence that are Jaguar hallmarks.

Let us imagine you are driving down the road in your newly converted TWR Jaguar. In front of you is the TWR Steering Wheel. Leather trimmed, of course, it fits the hands beautifully. To your left, in the transmission tunnel, is the gear lever. Perhaps you have chosen the TWR Gear Lever and Automatic Quick Shift modification, to speed up the changes, or perhaps you have the 5 Speed Manual Gearbox. Five carefully chosen ratios to whisk you from 0-60 in no time at all, or to cruise economically down your favourite motorway with plenty of power in hand.

Under your right foot is the brake pedal operating light alloy four pot calipers which grip on massive 295 x 35mm

ventilated discs at the front, while the rear calipers have 270 x 20mm ventilated discs to embrace. All that extra stopping power reassures you.

You approach a fast corner. Sensitive steering inputs are translated immediately into changes of direction, courtesy of the Power Steering Valve feeding you more information, and the Suspension Kit, unseen but definitely there, controlling the wheel movements, reducing roll and making the process so rewarding, you look for another corner to enjoy. You accelerate, feeling the extra power pull you smoothly forwards, with characteristic silence until the engine is really trying, when the crisp note makes itself heard in a very refined way. The 6 Litre Engine was worth it.

It is not until you pause beside a large reflecting surface - a shop window perhaps - that you catch a glimpse of yourself in the car with the smoothly flowing lines of its bodystyling kit declaring that you are not coming.

You Have Arrived.

OUR RACING EXPERIENCE



1982 European Touring Car Championship.
4 race victories: Brno, Nurburgring, Silverstone, Zolder.



1983 European Touring Car Championship.
2nd overall, five race victories.



1984 European Touring Car Championship.
First overall, six race victories.



1985 Bathurst James Hardie 1000.
First and third.



1986 World Sports-Prototype Championship.
2nd overall, victory at Silverstone 1000kms.



1987 World Sports-Prototype Championship.
Team set to enter full season's racing.

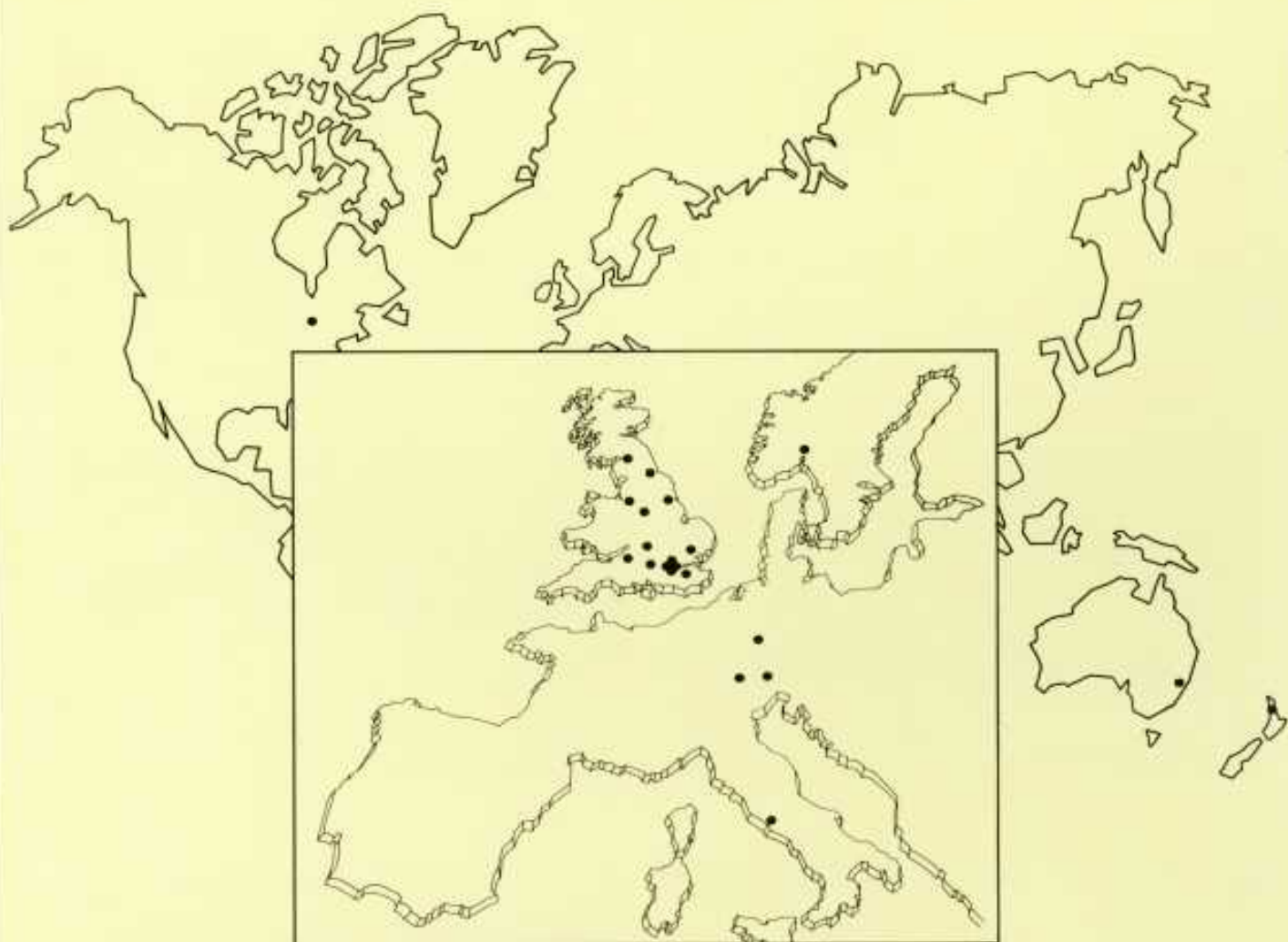
In 1981, Tom Walkinshaw decided that the Jaguar XJ-S could be developed into a race winning car and be capable of taking overall honours in the European Touring Car Championship. A development programme was started, which saw the XJ-S become increasingly competitive in 1982 and 1983, when four and five races were won, respectively. 1984 was the winning year, however, with seven overall victories, which included two first-and-second finishes and two 1-2-3 walkovers at Enna and Brno. Tom Walkinshaw was Drivers Champion, just reward for his foresight and skill.

This successful racing programme gave the TWR Race Engineers a unique insight into the dynamic behaviour of

the XJ-S, and enabled the company to produce a road-going performance conversion that embodied all the lessons learned on the track.

The flow of information from the track to the road has not ceased. The era of the Jaguar XJR-6 Sports Prototype racing car, designed, built and run by TWR, still has a pay-off for the Jaguar driver with sporting ambitions. TWR lead their field in the technology of programmable microchip Engine Management Systems. Today's owner of a TWR built 6 litre V12 engine will have as much of the Engine Technician's artistry to enjoy as any of the drivers of the Jaguar XJR-6's as they swoop down the Mulsanne Straight at Le Mans.

DISTRIBUTORS



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